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Moscow-Khimki Airfield.

1. [REDACTED]

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2.

aircraft with cigar-shaped devices under each wing were observed several times being taxied to the take-off point. These devices were used in take-offs, and were therefore believed to be Jato units. (2)

3. Some other aircraft carried a cigar-shaped body on the fuselage. No details are available. (3)

4. Tank car trailers were observed at the launching tower in the north-eastern corner of the airfield. [REDACTED] the word "Erfurt" was discernible. (4)

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5. The airfield was occupied by five or six planes in 1948 and by about ten aircraft in the summer of 1949. Among them were one single-engine aircraft, 2-3 four-engine planes and 5-6 twin-engine aircraft, some of which had nose wheels.

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6. Some aircraft, including the single-engine plane, carried cigar-shaped devices supported by two pairs of struts over the fuselage. Openings in the nose of this cigar-shaped body were definitely observed. [redacted] not recall whether the flames observed projected from these devices or whether they were exhausts of the normal Jato units which were frequently observed. (5)
7. A parasite airplane, called remote-control airplane in the PW camp, was suspended from the carrier craft and fell back when let off by the carrier. No details are available. (6)
8. The Moscow-Khimki airfield had no runway and was occupied by few aircraft, among them a jet fighter with straight wings each fitted with two take-off rockets. (7)

Plant No. 456 in Moscow-Khimki

9. Plant director was Yakubovitz (fnu) (8). The plant was worked in three shifts and had a labor force of 600 - 900 persons, of whom 40 percent were women. The large workshop housed the assembly shop, the lathe shop, and the stamping and punch shop (Pressen- und Stanzenabteilung).

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10. [redacted] the plant produced V-2 engines, $1\frac{1}{2}$ - 2 meters in length, and $1\frac{1}{2}$ meters in diameter. Four such power units were tested daily at the launching tower. [redacted] they were shipped to a plant in Tomsk. [redacted] Plant No. 456 was to be enlarged considerably to facilitate the production of power units for other missiles. (9)

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11. In addition to confirmatory information on the launching tower and on the control stand, [redacted] an oxygen plant in a large temporary building about $1\frac{1}{2}$ meters east of the launching tower. (10)
12. A settlement for German engineers was east of Plant No. 293. The engineers worked in Plant No. 456 and Plant No. 301. Chief engineer was Dr. Putze.
13. It was learned from Soviets that the Plants No. 301 and No. 293 produced jet aircraft.

[redacted] Comments.

(1)

[redacted] For sketches of the details of aircraft [redacted] see Annexes 1 and 2a. The characteristics of the twin-engine aircraft, [redacted] although no sketch was made, indicate that the plane was probably one of the B-25 Mitchell type. The mid-wing configuration of the four-engine aircraft is considered a mistake.

(2)

It is believed that these take-off assist units are reproductions of the German water-device HMK-500. The same type, which was formerly used in Germany, was observed at Plant No. 456. See Annex 2b for sketch of planes and Annex 3a for sketch of take-off performance with Jato unit.

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(3) The device supported by a frame over the fuselage was called "tubus" [redacted] See Annex 2c for sketch. Tests of these devices were reported [redacted] 25X1

(4) See Annex 3b for sketch of tank-car trailers. 25X1

(5) This auxiliary device, which was reported once before mounted on the fuselage of a twin-engine aircraft, is reported for the first time on other aircraft, among them a conventional fighter. If confirmed, this statement would indicate that not only operational tests of this device were made, but also tests for the adaptability of this device to various aircraft types. See Annex 2d for sketch of device.

(6) Parasite aircraft suspended from four-engine carrier planes have been reported repeatedly in Moscow-Khinksi. The carrier planes landed after a total of 1-2 hours flying time both with and without parasite. As the release of parasite craft was never observed it is doubted that parasites were released over Moscow-Khinksi. According to the flying time reported for the carrier planes and also according to all previous records, the release tests were apparently performed over another experimental airfield in the vicinity of Moscow.

(7) Jato units on early type jet aircraft (Yak 15 and Mig-9) are reported for the first time and require confirmation, as take-off assists were previously reported only on conventional aircraft.

(8) The name of the plant director is reported for the first time.

(9) The testing of four power plants per day agrees with other records indicating four to five tests daily during the period from the fall of 1948 until July 1949. Several rumors of the existence of a rocket plant in Tomsk have been received but are not yet confirmed. [redacted] 25X1

(10) The oxygen plant was also reported [redacted] but the existence of [redacted] 25X1
the installation is doubted. [redacted] 25X1
that liquid oxygen was taken from tank-cars in the plant. 25X1

3 Annexes: 3 sketches on ditto.

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